

Daniel, Eliese

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From: Daniel, Eliese
Sent: Thursday, January 28, 2016 4:23 PM
To: 'David Mann'
Cc: Metz, Pete
Subject: FW: OTR COMMUNITY COUNCIL: CENTRAL PARKWAY PROTECTED BIKE LANE

See below.

From: Secretary ORCC [mailto:orccsecretary@gmail.com]
Sent: Thursday, January 28, 2016 3:56 PM
To: #COUNCIL
Cc: otrccboard@googlegroups.com
Subject: OTR COMMUNITY COUNCIL: CENTRAL PARKWAY PROTECTED BIKE LANE

Dear Mayor Cranley and Members of Cincinnati City Council,

The Over-the-Rhine Community Council has passed a resolution supporting the existing Central Parkway Bikeway and the plans to continue the lane to Ludlow Street, connecting the bikeway to additional neighborhoods.

Central Parkway is a perfect street for a protected bike lane because it links so many neighborhoods with a high percentage of people who ride bikes: Northside, Clifton, Clifton Heights, West End, Over-the-Rhine, and the Central Business District. Central Parkway connects these neighborhoods. And it is an unusually wide street.

Census data shows that that people who work in jobs that pay low wages are likely to use bike to get to work and civic activities. Moreover:

"Increasing the number of cyclists on the roads has been an important motivating factor for cities. Boosting cycling rates reduces traffic, improves air quality, and public health, while also extending the life of traffic infrastructure.

Additionally, increasing the number of cyclists can, in itself, help reinforce the well-being of the cycling community. Numerous studies have documented the "safety in numbers effect," wherein increases in overall cycling rates across cities produces a decline in overall injury rates."
Momentum Magazine

Protected bike lanes in other cities have increased bike traffic significantly, as much as 200 percent. More bike traffic makes the streets safer for everyone - people on bikes, people in cars, and pedestrians.

Protected bike lanes are much safer than regular bike lanes and roads without lanes. A study examining street conditions and collisions shows that protected bikeways had one-ninth the risk of the most dangerous category of street studied: roads with parked cars that lacked bike infrastructure. Regular, unprotected bike lanes, by contrast, had half the risk, the study found.

A survey of residents after implementation of a protected bike lane in Washington DC—a project the community initially resisted—found that the vast majority of users in every category—people on bikes, pedestrians, drivers, and transit operators—reported higher satisfaction. Drivers had an easier time predicting cyclists and pedestrians no longer worried about bikes on the sidewalk.

In Chicago, Mayor Rahm Emanuel is supporting protected bike lanes for their economic development impacts. “They’re an integral part of my economic development strategy,” Emanuel told USA Today. “It’s no coincidence that the first protected bike lanes were on Kinzie Street, and that’s exactly where Google-Motorola Mobility is putting their headquarters with 2,800 jobs.”

Experience with the Central Parkway Protected Bike Lane has been positive. There has not been an impact on traffic and ridership numbers continue to rise. When the bike lane is completed with a protected lane to and from Ludlow, we expect ridership to grow even more as it provides the connection to Clifton, Northside, and Cincinnati State Technical and Community College.

Ryan L. Messer
President, OTR Community Council